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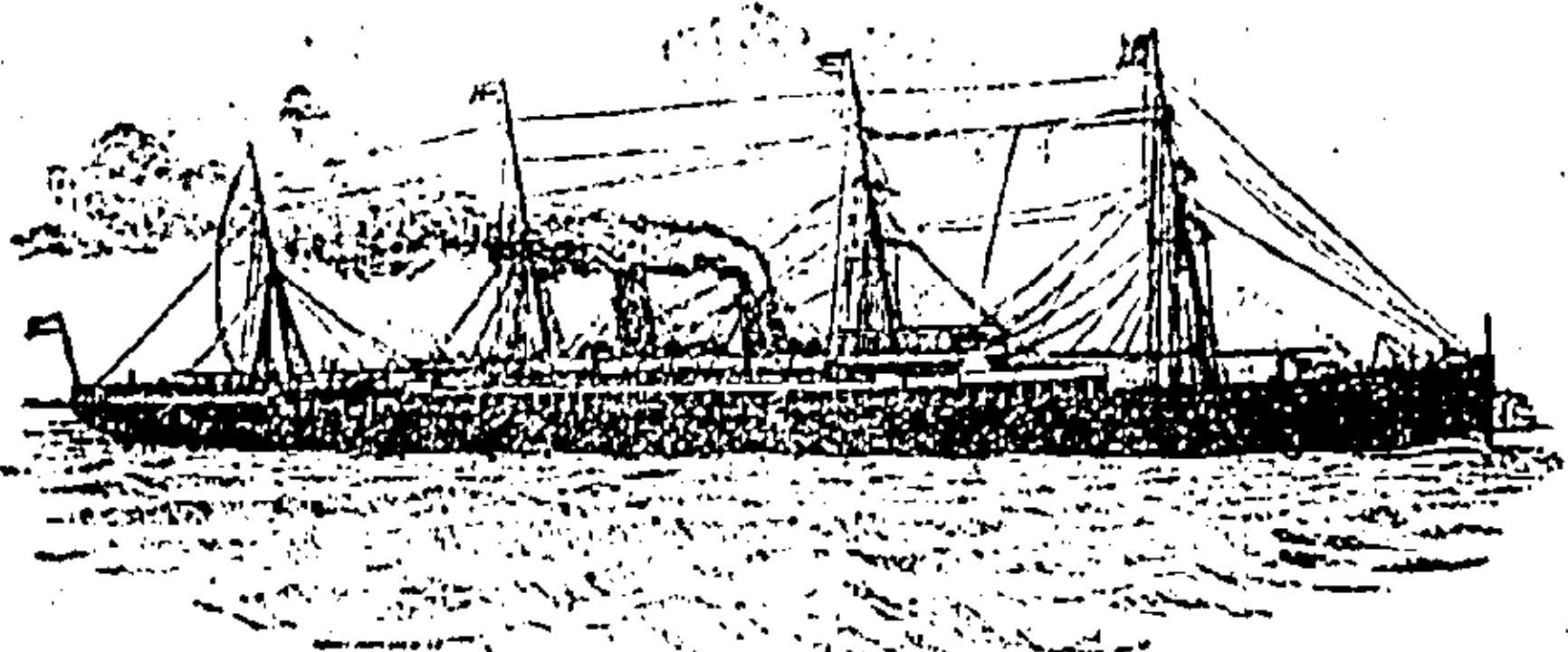
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TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO,
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PROPOSED SAILINGS FROM HONGKONG.
"CITY OF PEKING".....SATURDAY, 6th June, at Noon.
"DORIC".....TUESDAY, 16th June, at Noon.
"NIPPON MARU".....WEDNESDAY, 24th June, at Noon.
"SIBERIA".....THURSDAY, 7th July, at Noon.
"COPTIC".....SATURDAY, 11th July, at Noon.
"AMERICA MAIL".....TUESDAY, 21st July, at Noon.
"KOREA".....TUESDAY, 28th July, at Noon.
"GALIC".....TUESDAY, 4th August, at Noon.
"HONGKONG MARU".....FRIDAY, 14th August, at Noon.

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 12,000 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

THE P. M. Company's Steamship "CITY OF PEKING" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 6th June, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (first-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES and CANADIAN PORTS, Special rates (first-class only) are granted and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100 Gold or over) destined to Ports, beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100 U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

Hongkong, 30th May, 1903.

E. W. TILDEN, Agent.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
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(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

"EMPRESS" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

R.M.S.	"EMPRESS OF INDIA"	6,000 Tons	WEDNESDAY, 24th June.
"EMPRESS OF JAPAN" <td>6,000</td> <td>WEDNESDAY, 15th July.</td>	6,000	WEDNESDAY, 15th July.	
"TARTAR" <td>4,425</td> <td>WEDNESDAY, 22nd July.</td>	4,425	WEDNESDAY, 22nd July.	
"EMPRESS OF CHINA" <td>6,000</td> <td>WEDNESDAY, 5th August.</td>	6,000	WEDNESDAY, 5th August.	
"ATHENIAN" <td>3,882</td> <td>WEDNESDAY, 12th August.</td>	3,882	WEDNESDAY, 12th August.	
"EMPRESS OF INDIA" <td>6,000</td> <td>WEDNESDAY, 26th August.</td>	6,000	WEDNESDAY, 26th August.	

THE magnificent "EMPRESS" Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 13 DAYS, ("TARTAR" and "ATHENIAN" 14 DAYS), saving THREE DAYS TO A WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

Hongkong, 13th March, 1903.

D. E. BROWN, General Agent, Pedder's Street.

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PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	Freight and Passengers.
STRASSBURG	HAVRE and HAMBURG.	16th June.	Freight and Passengers.
Madras	(Calling at SINGAPORE and PENANG.)		
SUEVIA	HAVRE and HAMBURG.	30th June.	Freight.
Brock	(Calling at SINGAPORE and COLOMBO.)		
NURNBERG	HAVRE and HAMBURG.	14th July.	Freight.
Jaburg	(Calling at SINGAPORE and PENANG.)		
WURZBURG	HAVRE and HAMBURG.	28th July.	Freight and Passengers.
v. Hinder	(Calling at SINGAPORE and COLOMBO.)		
BADENIA	HAVRE and HAMBURG.	11th August.	Freight.
Röden	(Calling at SINGAPORE and PENANG.)		
NUBIA	NEW YORK VIA PORTS.	2nd June.	Freight.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
No. 1, Queen's Buildings.

Hongkong, 22nd May, 1903.

Shipping—Steamers.

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STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION
COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S.	"HONAM"	2,363 tons	Captain H. D. Jones.
"POWAN"	2,338	G. F. Morrison, R.N.R.	
"FATS LIN"	2,350	A. J. Dixon.	
"HANKOW"	3,973	J. V. L. L. L.	
"KINSHAN"	1,860	J. J. L. L.	

Departures from HONGKONG to CANTON daily at about 7 A.M. to 5 A.M. and 6 P.M. except Saturdays at 7 A.M. and 10 A.M. and Sundays at 6 P.M. only.

Departures from CANTON to HONGKONG daily at about 5 A.M., 2 P.M. and 5.30 P.M. (Sundays excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S.	"HEUNGSHAN"	1,998 tons	Captain W. E. Clarke.
"LUNGSHAN" <td>2,19 tons <td>Captain T. Hamlin.</td> </td>	2,19 tons <td>Captain T. Hamlin.</td>	Captain T. Hamlin.	

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S.	"NANNING"	369 tons	Captain R. D. Thomas.
"SAINAM" <td>388</td> <td>B. Branch.</td>	388	B. Branch.	

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M., and the other leaves Wuchow for Canton on the same days at about 8 A.M. Round trips take about 5 days. These vessels have Superior Cabin accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel.

Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 9th May, 1903.

1337e

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.	No. 2 DOCK.
Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.	Length inside, 375 ft. Width of entrance, top 60.5 ft.; bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel for Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Works, No. 506; General, No. 378.

Telegrams, "Dock, Yokohama," Codes A. I. and A. B. C. (4th).

Yokohama, May 11th, 1903.

1573e

JUST RECEIVED SHIPMENT

H. J. HEINZ & CO'S

CELEBRATED

PICKLES AND PRESERVES AND THEIR OTHER

57

"GOOD THINGS"

KNOWN ALL THE WORLD OVER.

UNEQUALLED FOR TASTE AND QUALITY.

HEINZ'S SWEET PICKLES
HEINZ'S APPLE BUTTER
HEINZ'S BAKED BEANS

TRY HEINZ'S AND YOU WILL HAVE NO OTHER.

CAN BE OBTAINED AT YOUR GROCERS.

DANG CHEE SON & CO.,

SOLE AGENTS, SOUTH CHINA

(Wholesale dealers only).

Hongkong, 4th May, 1903.

1553e

"HER-
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for

Nerve

Weakness

"HER-CU-LEX" is the latest invention of Dr. Sanden, the pioneer of Self-Treatment with Electricity. Popular throughout the world as a natural, common sense remedy for Nerve and Brain Exhaustion, Indigestion, Constipation, Pain in the Back, Rheumatism, Declining Vigor, Urinary Weakness, Sluggish Organs, Impotency, etc.

Not a "cure-all" but an ideal cure for all disorders or weakness resulting from overwork or excess of any nature. It is simple, harmless, convenient; has a perfectly constructed battery enclosed in comfortable cloth case. Worn about the waist nights, or during the evening, the mild, soothing currents invigorate the nerve and vital centres, awaken dormant nerves, strengthen relaxed muscles and induce natural secretion of the vital fluids. This improves digestion, enriches quality of the blood and accelerates its circulation, and has a direct beneficial influence upon the bowels, regulating their action in a natural way. Used during a period of rest, it conforms with the processes of Nature in every way.

Dr. Sanden's method of self-treatment, WITHOUT DRUGS, is the only self-treatment consistent with natural law and appeals to reason and common sense as filling a long felt want among those who are neither sick nor well, who are "all run down," and just dragging along in a half hearted manner; also, to those who have concluded that drugs cannot cure them. With ordinary care, "HER-CU-LEX" will last for one year, is not bulky, makes no noise and is as comfortable as your clothing. If you are weak or otherwise ailing, send for Dr. Sanden's latest book, "Health in Nature," free upon request, securely sealed.

FREE BOOK

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Sanden Electric Co., Dep't J.,
No. 51 Main St., Yokohama, Japan.

Intimations.



THE HISTORY

Of impaired and lost eyesight, cataracts and other diseased conditions of the eyes is generally associated with delay in getting first glasses, cheap spectacles, tramp spec, bungling of incompetents and the indiscriminate wearing of others' discarded glass.s.

ONLY ONE PAIR OF EYES

To last a life time. Keep them healthy and enjoy comfortable and perfect vision to the greatest age by getting your glasses fitted by

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THE GREAT REMEDY FOR
Indigestion, Dyspepsia, Flatulency and
Acidity of the Stomach.

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Late Dakin, Cruikshank & Co., Ltd.

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A FIRST CLASS HOTEL SITUATED NEAR THE BANKS AND PRINCIPAL

OFFICES. EXCELLENT CUISINE AND WINES.

Large and lofty Rooms Elegantly Furnished. Hydraulic Elevator.

Hot and Cold Water throughout. Special Rates for Tourists.

Launch Service for Guests.

For Terms, apply to

THE MANAGER.

Hongkong, 1st November, 1902.

1339e

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The attention of consumers is drawn to the fact that the Undersigned, being Sole Agents for

Dr. AUER VON WELSBACH Co.,

VIENNA,

THE INVENTORS OF INCANDESCENT
GAS LIGHT.

ARE SELLING THE ONLY GENUINE MANTLES,

The Price of which has been reduced to

FIFTY CENTS per piece.

BEWARE OF INFERIOR IMITATIONS!

KRUSE & Co.,

CONNAUGHT HOUSE.

954c]

GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. Net \$5.00 per Cask ex

Factory.

In Bags of 250 lbs. Net \$3.00 per Bag ex

Factory.

SHEWAN, TOMES & CO.,
General Managers.

Hongkong, 13th May, 1903.

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COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS
AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL HONGKONG,
SOAP MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTJEN'S GENUINE
COMPOSITION RED HAND
BRAND, HARTMANN'S GREY PAINT,
DAIMLER'S PATENT MOTOR

LAUNCHES, &c.

Sole Agents for

FERGUSON'S SPECIAL CREAM

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P. & O. SPECIAL LIQUOR SCOTCH

WHISKY, &c.

EVERY KIND OF

SHIP'S STORES AND REQUISITES

ALWAYS IN STOCK

AT

REASONABLE PRICES.

Hongkong, 14th May, 1896.

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TUBORG BEER.

A FIRST CLASS PILSENER BEER

guaranteed free from Salicylic Acid,

and any other Chemicals.

PRICE \$10.50 per case of 48 bottles (quarts)

or 6 doz. pints.

Special Prices for Quantities.

Sole Agents—

SIEMSEN & CO.

Hongkong, 10th January, 1903.

1595d

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWEL-
LERS AND WATCHMAKERS.

EASTMAN'S

KODAKS AND FILMS.

Sole Agents for "OMEGA" WATCHES.

"OMEGA" is the best, "THREE YEARS"

guarantee given to every purchaser.

40, QUEEN'S ROAD,
Watson's Building.

NOTICE.

THE BEST PREVENTIVE OF ALL
INFECTIOUS DISEASES.

DISINFECTANT

SO

ELECTRIC LIGHTING IN BOMBAY.

The *Rail Gaffer* of Bombay reports that the Brush Electric Engineering Company, Limited, are announced to have secured a site in Bombay for the erection of a central generating station for the supply of electric light and power in the city. The land selected is on the northern side of Prince's Dock, where a building is arranged to be erected. The work will be finished within a twelve month. The machinery is under construction at the Company's works in England, and according to their chief engineer, the supply of electrical energy for lighting and power will be available in the Fort within twelve months. It will be interesting to know that at the rates fixed by the Company "the cost to an ordinary consumer will work out at less than the cost of gas or oil." Much is expected from the new Company, and considering the reputation they have achieved we are encouraged to believe that they will be able to do much.

THE VICEROY OF INDIA.

After persistent rumours that Mr. Brodick has been selected to succeed Lord Curzon, comes the statement, says *The Rail Gaffer* of Bombay, that His Excellency's term of office has been extended for two years. Lord Curzon will, it is said, take three months' leave before his extension begins, and visit England in the interval. Whether there is any truth in this or not, public opinion has shown itself to be unanimous in wishing that the present illustrious holder of the office may be persuaded to continue at the post for another two years at least. It is not only to see him complete his programme of domestic reforms that India wants him at the present juncture. The foreign relations of India are, according to all reports, not the happiest; and the presence of a strong and experienced Viceroy like Lord Curzon at the helm would go far in instilling confidence into the people. With two such able men at the head of affairs as Lord Curzon and Kitchener, India will feel herself much stronger and better able to make a stand against Russia and all possible enemies than she could otherwise do.

CAPE TO CAIRO RAILWAY PROSPECTS.

LORD CROMER'S CRITICISM AND THE CHARTERED COMPANY'S INTENTIONS.

Lord Cromer, in his report on the Sudan, just issued, discloses his want of faith in the Cape to Cairo railway project. He writes:—"The necessity and practicability of a railway (from Khartoum) to Uganda, and so onwards to the south, has, I venture to think, never yet been shown, and possibly, in view of the very great physical difficulties to be encountered, never will be shown."

In the light of a statement of such a character from a man in the position of Lord Cromer, it is as well that the exact position of the project should be stated. It is common knowledge that the railway from Bulawayo is being carried north to the Zambesi, in the neighbourhood of the Victoria Falls. This section of the line will certainly be completed before 1905, in the summer of which year the British Association is expected to pay a visit to South Africa and to travel by rail to the Falls.

We understand that it is the settled policy of the directors of the Chartered Company to carry the railway onward from the Zambesi, through Lewanika's country to the southern end of Lake Tanganyika, which is in British territory. That, for some years, may be the terminus of the line. By an agreement concluded by Mr. Rhodes with the German Imperial Government, the Chartered Company has the right, under certain conditions, to continue the railway through German East Africa to the frontiers of Uganda. The construction of this section will largely depend upon whether the Germans are prepared to build a feeder line from the coast at Dar-es-Salaam to Tanganyika.

In any case Mr. Rhodes did not contemplate himself carrying the railway beyond Uganda. He held that the building of the remaining link, that connecting Egypt and the Sudan with Uganda, was the work of the Anglo-Egyptian authorities. If Lord Cromer's view is correct, that link may never be completed. Yet, provision for the building of the railway was made in last year's treaty with the Negus of Ethiopia, and by the time—say, ten years hence—that the line from the Cape reaches Uganda the state of affairs in the north may have so altered as to make it worth while to complete the through service to Cairo.

In the meantime, it may be pointed out that there is a regular monthly service of steamers on the Nile between Gondokoro and Khartoum. The "round trip" from Cairo to Cairo via the Nile, Uganda Railway, and Red Sea route, is now merely a question of £ s. d.—P. M. G.

THE CUSTOMS RENT ALLOWANCES, ETC.

The *China Gazette* hears that the I. G. is annoyed at the repeated applications by the Shanghai outdoor staff for an increase of rent allowance. He is now believed to be contemplating issuing new orders for their guidance in matrimonial matters which will be something as follows:—

1.—Tidewaterers only are allowed to marry. 2.—Assistant tidewaterers may get engaged, but they must not marry until they have received their appointment as tidewaterers. 3.—Examiners of all grades are strictly prohibited to marry or to get engaged. If an examiner becomes engaged, contrary to this regulation, he will be fined fifty Halkuan taels, and if he does not break off his engagement after that he will be discharged. 4.—Any tidewaterer who has the temerity to propose to a girl, without a special license from the I. G., will be cancelled for a week in front of the Customs House.

5.—The I. G. may grant exceptions to all these rules. But it is of no use if the new apply for such exceptions. The young ladies should write to him, enclosing their photos, and then the I. G. will see what can be done.

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by PUBLIC AUCTION, TO-MORROW (THURSDAY) the 4th June, 1903, at 10 A.M., at H.M. NAVAL YARD, VICTUALLING OBSOLETE AND CONDEMNED STORES, Comprising:—BOATS, ENGINES, BOILER, OLD BRASS, COPPER, IRON, PAPER STUFF, CANVAS, FURNITURE, CLOTHING, IMPLEMENTS, &c., &c. Catalogues will be issued. TERMS OF SALE:—As customary. HUGHES & HOUGH, Government Auctioneers. Hongkong, 3rd June, 1903. [648e]

PUBLIC AUCTION.

THE Undersigned have received instructions from the CAPTAIN SUPERINTENDENT OF POLICE to Sell by PUBLIC AUCTION, on FRIDAY, the 5th June, 1903, at 11 A.M., at the Fire Brigade Station, 1 MANUAL ENGINES and GEAR; 8 LENGTHS UCTION HOSE; 19 LENGTHS DELIVERY HOSE; 65 SUITS UNIFORM; 12 PAIRS BRASS COUPLINGS; 4 PRE-SURE GAUGES; 25 RUBBER VALVES, and One lot OLD CANVAS, &c., &c. ALSO, at NOON, the same day, at the Central Police Station, a quantity of JEWELLERY; and on SATURDAY, the 6th June, 1903, at 11 A.M., at The Water Police Station, Tsim-Tsa-Tsui, 55 SMALL CHINESE BOATS; 4 WOODEN BENCHES; 1 TABLE; 43 OLD LAMPS; AND A Quantity of OLD MANILA HEMP and COIR ROPE, various lengths, ranging from 1 to 31-in in Diameter. TERMS:—As usual. HUGHES & HOUGH, Government Auctioneers. Hongkong, 27th May, 1903. [635e]

Notices of Firms.

HONGKONG AND WHAMPOA DUCK COMPANY, LIMITED.

NOTICE.

M. R. T. I. ROSE having returned to the Colony has resumed his Duties as SECRETARY of the Company from This Date. By Order of the Board of Directors, W. B. DIXON, Chief Manager. Hongkong, 2nd June, 1903. [636e]

NIPPON YUSEN KAISHA.

NOTICE.

DURING MY TEMPORARY ABSENCE from the Colony, Mr. T. S. TAKAYANAGI will assume charge of the Company's Business at this Port. A. S. MIHARA, Manager. Hongkong, 1st June, 1903. [631e]

Insurances.

EQUITABLE LIFE
"STANDARD" in the world.
The rates are lower than other companies.
Write for information. F. KIDDER, Manager.
Hongkong.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES. SIEMSEN & CO. Hongkong, 28th May, 1903. [632e]

KANANGA OF JAPAN
(REGISTERED)
RIGAUD and Co. PARIS

Kananga Water the most delightful Toilet Water. It renders the skin firm, relieves mosquito bites and imparts a delicate fragrance and feeling of comfort and freshness.

New Sensations in Perfumery
RIGAUD'S KANANGA EXTRACT
RIGAUD'S WHITE ROSE
RIGAUD'S MELAT EXTRACT
RIGAUD'S IROA D'AFRIQUE EXTRACT
RIGAUD'S LILY OF THE VALLEY EXTRACT
RIGAUD'S YLANGYLANG EXTRACT
RIGAUD'S BANTAM EXTRACT
RIGAUD'S JASMINE or Chamale EXTRACT
R. RIGAUD, 10, RUE VIVIER, 6, PARIS

Intimations.

THE CHINA-BORNEO COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE STATUTORY MEETING of the above Company will be held at the Company's Office, No. 4, Queen's Buildings, on SATURDAY, the 6th June, at Noon. J. WHEELEY, General Manager. Hongkong, 22nd May, 1903. [618e]

KENNEDY'S HORSE REPOSITORY, CAUSEWAY BAY.

HAVE always on hand for hire Waters and China Ponies suitable for hacks or carriage work by day, week, or month. Horses Bought and Sold on Commission. G. W. GEGG, Manager. Telephone 64, Hongkong, 19th May, 1903. [608e]

CHINESE AMERICAN COMMERCIAL COMPANY.

司公美華 IMPORTERS, EXPORTERS AND MANUFACTURERS.

THE Company's OFFICES are established at Nos. 20 and 21, CONNAUGHT ROAD opposite DOUGLAS PIER. Hongkong, 1st May, 1903. [543e]

Kabuto
1st June, 1903. [650e]

THE ROBINSON PIANO Co., LTD.

END OF HIRING SEASON.

SECONDHAND Pianos to be Cleared out at the undernoted low prices.

GUARANTEED in excellent condition.

ORIGINAL PRICES \$450 to \$1,400.

WERNER \$400
NEEDHAM 380
DÖRNER 375
ROINSCH 400
SCHIEDMEYER 250
BORD 280
RACHALS (SEMI-GRAND) 700
H. & MULLER 350

and others of our own make at varying low prices.

Our Stock of SMALL INSTRUMENTS and MUSIC is also being sold at greatly reduced prices at this season preparatory to our fresh stocks coming to hand.

Hongkong, 22nd May, 1903. [415e]

THE HONGKONG STUDIO.

PHOTOGRAPHER, CRAYON PORTRAIT PAINTER, ETC.

PHOTOGRAPHY in all its Branches. Groups and Interiors a Specialty. Large Selection of Views.

TOP STORIES, 41 and 43, QUEEN'S ROAD, CENTRAL, HONGKONG. Hongkong, 20th December, 1902. [1399d]

Consignees.

S.S. "ANNAM."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex S.S. *Duro*, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, of the 31st May, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after SATURDAY, the 6th instant, at NOON, will be subject to rent and landing charges.

All claims must be sent into me on or before the 6th instant, or they will not be recognised. All damaged packages will be examined on MONDAY, the 8th instant, at 3 P.M.

No Fire Insurance has been effected. G. DE CHAMPEAUX, Agent. Hongkong, 31st May, 1903. [1004e]

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"MANILA."

FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS. Consignees of Cargo by the above-named vessel are hereby informed that their Goods, are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 3 P.M. TO-DAY.

Goods not cleared by the 3rd June, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns. E. A. HEWETT, Superintendent. Hongkong, 28th May, 1903. [614e]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM YOKOHAMA, KOBE AND SHANGHAI.

THE Steamship

"MELPOMENE."

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all claims must be sent in to the Office of the Undersigned before Noon, on the 5th June, or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 5th June, will be subject to rent.

Bills of Lading will be countersigned by SANDER, WIELER & CO., Agents. Hongkong, 29th May, 1903. [475e]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"NAMSANG."

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after FRIDAY, the 5th instant, at 4 P.M., will be landed at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance will be effected. Bills of Lading will be countersigned by JARDINE, MATHESON & CO., General Managers. Hongkong, 1st June, 1903. [633e]

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES of CARGO per Steamship

"CITY OF PEKING."

Then above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense. E. W. TILDEN, Agent. Hongkong, 1st June, 1903. [611e]

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, LONDON, PORT SAID, COLOMBO AND SINGAPORE.

THE Company's Steamship

"TAMBA MARU."

having arrived from the above Ports, consignees of cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before 4 P.M. TO-DAY.

Goods not cleared by the 9th instant will be subject to rent.

All ship-damaged packages must be left in the Godowns and Notice of claims sent to this Office before the 12th instant, or claims in connection therewith will not be recognised.

NIPPON YUSEN KAISHA. Hongkong, 2nd June, 1903. [638e]

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "MACDUFF."

FROM GLASGOW AND LIVERPOOL.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, TO-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 9th instant will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 13th instant, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 8th instant, at 3 P.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by DODWELL & CO., LIMITED, Agents. Hongkong, 2nd June, 1903. [614e]

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
TAMBA MARU	KOBE and YOKOHAMA	FRIDAY, 5th June, at Daylight.
J. W. Wale	MOJI, KOBE and YOKOHAMA	FRIDAY, 12th June, at Noon.
HIROSHIMA MARU	MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID	SATURDAY, 13th June, at Daylight.
J. Nagao	BOMBAY, VIA SINGAPORE and COLOMBO	TUESDAY, 16th June, at Noon.
SADO MARU	VICTORIA, B.C., and SEATTLE, U.S.A. VIA SHANGHAI, MOJI, KOBE and YOKOHAMA	TUESDAY, 16th June, at 4 P.M.
S. J. G. Parsons	NAGASAKI, KOBE and YOKOHAMA	WEDNESDAY, 17th June, at Noon.
BOMBAY MARU	KOBE and YOKOHAMA	FRIDAY, 19th June, at Daylight.
T. Mural	SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 19th June, at 4 P.M.
SHINANO MARU	KOBE	THURSDAY, 25th June, at Noon.
W. Thompson		
YAWATA MARU		
A. E. Moses		
S. NUKI MARU		
W. Townsend		
KUMANO MARU		
E. W. Haswell		
KINSHU MARU		
P. L. Yune		

Through Passenger Tickets issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Moji and Kobe, 1st and 2nd Class Through Passengers have the Option of Travelling by the Sanyo Railway.

For further information as to Freight, Passage, Sailing, &c., apply at the Company's Local Branch Office in Prince's Building, 1st Floor, Chater Road.

T. S. TAKAYANAGI, Acting Manager.

Hongkong, 2nd June, 1903.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX.

ALSO, PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 16th June, 1903, at 8 A.M., the Company's Steamship "OCEANIE," Captain Guigues, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES, via BOMBAY.

This Steamer connects at COLOMBO with the s.s. *Australien*, which vessel takes on her Passengers and Mails leaving that Port on the 28th June, 1903, Direct to Suez, Port Said and Marseilles.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till NOON only on MONDAY, the 15th June, Specie and Parcels received until 4 P.M. on the same day. No Cargo will be received on board on TUESDAY.

Parcels are not to be sent on board, they must be left at the Agency's Office. Contents and Value of Packages are required.

For further Particulars, apply at the Company's Office. G. DE CHAMPEAUX, Agent. Hongkong, 2nd June, 1903. [1004e]

To be Let.

TO LET.

FROM 1st July next, FLATS in ELGIN STREET (East End), fit for European Occupation.

AHMED RUMJAHN, 62, Queen's Road. Hongkong, 20th May, 1903. [643e]

TO LET.

HOUSES in LEIGHTON HILL ROAD.

FLATS in MORETON TERRACE, CAUSEWAY BAY, facing the Polo Ground. No. 1, RIFON TERRACE. GODOWNS at BOWRINGTON, Praya East. Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 27th January 1903. [200e]

TO LET.

NO. 3, STEWART TERRACE, THE PEAK. Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 8th April, 1903. [442e]

GODOWNS TO LET.

PRAYA EAST, Spacious, Two-storied and Single-storied Godowns. Suitable for Yarn or Coal. Also Land for Coal Storage. Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 30th March, 1903. [397e]

TO LET.

TWO SPACIOUS GODOWNS—Nos. 95 and 96, PRAYA EAST. Apply to—H. N. MODY, Victoria Building. Hongkong, 2nd February, 1903. [1324e]

TO LET.

SEVERAL NEWLY BUILT EUROPEAN HOUSES in LEIGHTON HILL ROAD. Apply to THE HONGKONG & KOWLOON LAND & AGENCY CO., LD. No. 3, Queen's Road West. Hongkong, 20th October, 1902. [1104d]

MEE CHEUNG, PHOTOGRAPHER.

TOP FLOOR OF ICE HOUSE, 18, Ice-House Road.

I am now in a position, in his New and Commodious Premises, to eclipse, as Secretary, ALL PHOTOGRAPHIC ARTISTS PRACTICED in the Colony or in any part of the Far East. A speciality. Hongkong, 22nd September, 1903. [44e]

Hotel.

KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA ROOMS.

PRIVATE BAR AND BILLIARD ROOMS.

Hot and Cold Water throughout.

Electrically Lighted.

Electric Passenger Elevator to each Floor.

Table D'Hotel at Separate Tables.

For Terms, &c., apply to the MANAGER. Hongkong, 13rd October, 1902. [1114e]

Intimations.



A. S. WATSON & CO., LIMITED.

AERATED WATER MANUFACTURERS.

ESTABLISHED A.D. 1841.

AERATED WATERS.

THE WATER used is THE PUREST that can be obtained, and is skillfully FILTERED ON THE MOST SCIENTIFIC PRINCIPLES.

THE MACHINERY employed is of the latest design and most approved type.

THE BEST INGREDIENTS only are used.

GUARANTEED ABSOLUTE PURITY.

ENGLISH EXPERTS

Manage our Factories, and their practical knowledge and constant supervision enable us to produce waters of unrivalled excellence and purity.

A. S. WATSON & Co., LIMITED.

THE HONGKONG DISPENSARY.

CHEMISTS AND DRUGGISTS BY APPOINTMENT TO H.E. THE GOVERNOR AND HOUSEHOLD.

TELEPHONE No. 216.
CABLE ADDRESS: "ACHEE," HONGKONG.
A. B. C. CODE, 4TH EDITION.

ESTABLISHED 1859.

A CHEE & CO.,

祥利廣

17A, QUEEN'S ROAD.

FURNITURE DEALERS.

DRAWING-ROOM,
DINING-ROOM,
and BED-ROOM
FURNITURE.

ELECTRO-PLATED,
GLASS, and
CHINA WARES.

PASTEUR'S MICROBE-PROOF
FILTERS,
ROCHESTER LAMPS,
WHITE TURKISH TOWELS,
COUNTERPANES,
COOKING RANGES,
KITCHEN UTENSILS, and
HOUSEHOLD REQUISITES.

PHOTOGRAPHIC DEPARTMENT.

DEVELOPING and PRINTING
UNDERTAKEN BY AMATEURS.
GOOD WORK.
PROMPT RETURN.

Hongkong, 8th July, 1902. [728d]

CARMICHAEL AND CLARKE,

CONSULTING ENGINEERS AND
SHIPBUILDERS,
SURVEYORS AND CONTRACTORS.

REPAIRS PROMPTLY ATTENDED TO.

TELEGRAMS: "CARMICHAEL," Hongkong.
A. B. C. Code, 4th Edition.

A. I. Code.
Liebig's Standard Code.
TELEPHONE, 232.
Hongkong, 20th March, 1903. [135e]

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

NOTICE.

All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to the Editor, 1, Ice House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).
DAILY—\$30 per annum.
WEEKLY—\$13 per annum.

The rates per quarter and per annum, proportional. The daily issue is delivered free when the address is accessible to messenger. In copies sent by post an additional \$1.50 per quarter is charged for postage. The postage on the weekly issue to any part of the world is 30 cents per quarter.

Single Copies Daily, ten cents; Weekly, twenty-five cents.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, JUNE 3, 1903.

LOCAL AND GENERAL.

PARCEL mails for Europe, etc., per s.s. *Valetta* will close at 3 p.m. on Friday, the 5th inst.

THERE will be no Band performance on the New Parade Ground on Monday next, the 8th inst.

LeMunyon will have another grand opening Day and a Souvenir day as well; watch the date.

—Advt.

ON May 1st the speed of all trains in Russia was to be accelerated from 10 to as much as 20 per cent.

THE districts round Peking are suffering from drought and scarcity of food, and the Emperor has been praying for rain.

IT is officially announced that ships of the United States squadron, stationed in the Mediterranean, will take part in the regatta week at Kiel.

THERE are a number of cattle buyers in Chin-kiang, who are purchasing large numbers of cattle for export. Most of the cattle is being shipped to the Philippines.

THE Russian authorities are said to be pressing their Manchuria demands, and the *Waiwup* officials are accordingly staying away as much as possible.

THE Governor of Kwangsi declares that something must be done to relieve the suffering people of his Province, and has suggested the opening of a lottery in Kwangtung.

THE French Minister at Peking has officially denied that the French soldiers have ever crossed the Annam frontier to Kwangsi. Yuan Shih Kai has wired to the *Wai Wu Pu*, or the Foreign Office, requesting the latter to protest against the invasion of the French troops into Kwangsi.

We shall have a Souvenir Day soon, but you will have to pay us a personal visit as no chits will go. LeMunyon.—Advt.

OWING to the activity of insurgents in prefectures and districts in Kwangtung, which adjoins Hunan, the officials of that part of the latter province are on the alert for fear that the Cantonese may cross the border. The Governor of Hunan has further despatched two thousand and five hundred troops to the borders.

DESCRIBING Yung Lu's funeral a special correspondent of the *Peking and Tientsin Times* says:—It was not nearly such a smart funeral as that of many a Shanghai merchant, but among the crowd were faces and folks who seemed to belong to a prehistoric age, and meeting them in the streets was like coming face to face with a long ago dead and gone past.

THE French soldiers who have been despatched to Kwangsi have entered Kweiifu, the capital of the Province, says a telegraphic report to the *Wai Wu Pu*, on 23rd ult, and it is reported in Peking that there is reason to believe that the acting Viceroy Teh Hsu of Liang Kwang has been bribed by the French authorities to allow the soldiers of the Republic to enter Kwangsi Province.

FROM private advices from Newchwang it was learnt that a Russian sailor on the man-of-war there ran amok a few days ago, and began firing all round, shooting one man outright and injuring others. Finding it impossible to get at the man and disarm him, the commander at last gave the order to fire on him and he was instantly shot dead. His victim was buried on shore the next day, and the murderer was buried at sea.

THE German steamer *Nuernberg*, Captain Faburg, which arrived from Singapore yesterday reports:—Calm and light Ely winds to about 100 miles S. of Paracels, there in the night of the 30th to 31st ult. suddenly strong squalls prevailed, sea quickly rising. At 2 a.m., 31st, full hurricane, afternoon wind and sea decreasing, fine weather afterwards. Lost one sailor by getting heaved overboard into the sea.

THE fifth annual meeting of the China Mutual Life Insurance Co., Ltd., was held at Shanghai on 29th ult. Mr. John Ford in the chair. In the course of his speech the Chairman said that the business had shown a very substantial increase over that of former years. The appointment of Mr. Foo Choo-choon as director was confirmed, Mr. J. A. Wattie was re-elected to the Board, and Mr. Eastlack was appointed auditor for the ensuing year. In spite of the increased income it was decided to pay the same dividend as last year, i.e., 8 per cent, in order that the Company might be still further strengthened during the next 12 months.

Don't forget the chits for they will not go. LeMunyon.—Advt.

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

Now look out for LeMunyon's new store adv. It is a beauty.—Advt.

FOR being in possession of a mandarin's hat and a dagger suspected of having been stolen, a native was fined by Mr. J. H. Kemp \$25.

At the instance of Mr. A. O'D. Gourdin, a native lad of thirteen was sent to the house of detention for forty-eight hours and to receive twelve strokes of the birch for stealing a gold scarf-ring valued at \$20 the property of the prosecutor.

On the 16th ultimo Detective Sergeant Ker discovered the dead body of a native behind Robinson's store and managed, after a great deal of trouble, to find the man who deposited it there. He was brought before Mr. F. A. Hareland this morning and fined \$100.

THERE is at present in Hongkong Brigadier General H.E. Fung Chu Choy, a veteran of the Chinese Army, who has been sent down from the North by the New Viceroy of the Two Kwang to take command of the Kwangsi troops and suppress the rebellion in Kwangsi.

BEFORE Mr. J. H. Kemp this morning, a ricksha coolie in the employ of the proprietors of the Hongkong Club, was charged with being in possession of a large quantity of butter, milk, hams, and sausages, valued at \$38, the property of the Hongkong Club. He was sentenced to six weeks' hard labour.

AT about one o'clock this morning the Fire Brigade was summoned to an outbreak of fire at No. 11 Hillier Street. Arrived there the firemen, under Mr. P. P. J. Warehouse, found a three-storeyed building in flames. The place, which was completely gutted, had been used as a native medicine store. The fire originated when drying some medicinal herbs. The place was insured for \$25,000 in several native insurance companies.

REFERRING to the forthcoming departure of Sir West Ridgeway, Governor of Ceylon, the *Asian* says:—Who his successor may be we can only guess, although one local prophet has gone so far as to speak of the present Governor of Hongkong as "our next Governor." Sir Henry Blake is a clever man, but Ceylon wants a very strong man. Some one who will hold the balance evenly and not lean too much to any particular colour in his sympathies. Whoever comes to Ceylon he will have his work all cut out for Sir West Ridgeway has made the pace a clinker, and put up records in all directions.

Four rooms freshly painted and tinted and in first class condition to rent. Inquire at C. E. LeMunyon, New Store, 31, Des Vaux Road. P. O. Box 368.—Advt.

THE NAVY LEAGUE.

LECTURE BY MR. H. F. WYATT.

A well-attended meeting of members and friends of the Hongkong Branch of the Navy League was held in St. Andrew's Hall last evening under the presidency of H. E. the Governor, Sir H. A. Blake, G.C.M.G. The principal speaker was Mr. H. F. Wyatt, a delegate from the Navy League in England, and who has recently been lecturing in Canada, Japan and Shanghai. On the platform with him were H. E. the Governor, Messrs. H. E. Pollock, K.C., E. D. Law, M. W. Slade, B. Layton and R. C. Wilcox, while Lady Blake occupied a seat in the body of the hall.

In introducing the lecturer to the meeting, Sir Henry said Mr. Wyatt had been delegated by the Navy League at home to bring before the people of the British Empire in the Colonies, and to stimulate their interest in the condition of our Navy. We in Hongkong, who saw before us the great ships of every nation of the world that day by day entered our port, had no need to be reminded of the fact that our existence depended upon the perfection of our Navy. This was no party question. The labours of the Navy League in keeping before the people of the British Empire the minimum requirements to satisfy the conditions of safety were labours that must be appreciated by every Government. Supremacy at sea was absolutely necessary for us, and whatever the cost, we must secure at once that the Navy should be sufficient, efficient, and ready. (Applause.) His Excellency then formally introduced Mr. Wyatt to the meeting.

Mr. Wyatt met with a warm reception on rising to address the meeting, and, in expressing his admiration at seeing so many present that afternoon, said it was known in England that the Hongkong Branch was a powerful one permeated by a spirit of strength and keenness. After reviewing the history of our Navy and the formation of the League, he dwelt on the present position of affairs, observing that we were now throughout the world challenged by mighty rivals, people who competed with us at once in the paths of war and of diplomacy, who wrestled with us at every turn, tried to acquire dominion in every direction and looked upon us with jealous eyes. He was not speaking as one who wanted to incite animosity against other nations. He was only asking them to realise obvious facts, so clear that only the blind could fail to see them. Ever since the opening of the Suez Canal that competition had been intensified. France and Germany and Russia—France and Germany in particular—had taken advantage of it and came out into the Far East where before they had hardly a footing. France had now an Empire in the East and it was more than probable that it was going to be very considerably enlarged. The immense dominion of Russia, hardly needed to be pointed out; of recent years Russia had spread herself throughout Asia, and they knew how her railways and her legions were crossing over the Continent. Her sea power was increasing enormously. It would not be long before Russia would be the second sea power of the world. Already her navy was a very great force. Surely, in the face of these challenges that had changed the conditions of the earth, and of the fact also that wherever foreign nations established their dominion they established tariffs calculated to shut out our trade—in every instance they either had done so or were going to do so—surely, it behooved us to be up and doing. The trade of British people the world over depended for its continuance upon the supremacy of their navy, and it behooved them to keep that fact ever before their eyes. In self-governing Colonies as well as in British communities the League had a great mission to fulfil, and to do it adequately required the efforts not of one but of a hundred men to go forth and preach the gospel that England must not take a back place amongst the nations of the world—that she must hold the premier position, and that there were men abroad as at home ready to vote their best efforts to secure that position. (Applause.) In the East the Navy League had a great work to perform. The question had been asked—"What good can we do out here?" Incalculable good could be done; for, as in the case of the Hongkong branch, the first formed outside of Great Britain, invaluable suggestions could be given to the League at home which would serve to extend its sphere of usefulness. A crisis in the world's history was approaching, and although the great final struggle might be delayed a little longer, it was bound to come. When we fought, we must fight to win, and in order to win we must have every detail of the war thought out beforehand and be ready for every emergency. Mr. Wyatt expressed on behalf of his colleagues at home and of himself their most earnest and sincere thanks for the strong and vigorous way in which the work of the Navy League had been carried out here. The thanks certainly were due to the committee who had so ably fulfilled their duties. Such a display of zeal heartened the League in its mission, and if the League succeeded in its endeavour to rouse and maintain the necessary spirit of interest and enthusiasm in the British people at home and abroad, a great achievement would be performed, and as one family throughout the world we would be able to face the future with confidence. (Applause.)

His Excellency, in thanking Mr. Wyatt for his most instructive and eloquent address, said the Hongkong Branch of the League comprised only about a quarter of the British population, and there was ample room for expansion. Referring to the necessity for a strong Navy, he said there were two ways of regarding the matter. One was the necessity for a strong Navy having regard to future war, and the other was the necessity for a strong Navy having regard to the fact that in trade matters we were the treasure-house of the world, and we wanted that strong Navy to secure lasting peace. (Applause.) It was in that aspect, His Excellency said, that he preferred to look at it. War was a dreadful thing, and in spending our money to secure the best and the strongest Navy in the world he hoped we were also expending it to secure the blessings of peace. (Applause.) When the day of trial came, concluded the speaker, we should look forward over the sea and over the land for that help which he was quite certain, if the people were only properly trained, we should never look for in vain in any part of the Empire. (Applause.)

Mr. Wyatt, in acknowledging the thanks said it was very true that the upkeep of our naval strength was the chief guarantee of peace; therefore the Navy League might be looked upon as the greatest peace society on earth. To leave the British Empire undefended or too weakly defended would be not only a piece of insanity but a crime against civilisation and the peace of the world. With reference to the introduction of naval reserves he recalled the fact that he was one of a deputation who waited upon Sir Wilfrid Laurier when the Colonial Premiers were home for the Jubilee, to bring that very point before him. Canada had now begun to recognise the duty that lay upon her to do something to assist in the naval defence of the Empire. (Applause.)

Mr. Pollock, K.C., in proposing a vote of thanks to His Excellency, said he was specially glad to see him in the chair, as an erroneous idea seemed to be abroad that in some way or another the Navy League were against the Government and that it was not becoming a high official to be a member of the Navy League. The presence of His Excellency that afternoon might tend, he thought, very effectively to dispose of that erroneous impression. (Applause.) So from the Navy League being against the Government, the object of the League had been, ever since its inception, to support the Government to the best of its power. (Hear, hear.) The object of the League had been so to stir up public opinion in Great Britain to the importance of a paramount Navy that the electorate of Great Britain might have brought home to them that a predominantly strong Navy was absolutely necessary, not for the purpose of aggression, but simply and solely for the security of the Empire and for the maintenance of that grand heritage which had been handed down to us. (Applause.)

The proceedings then terminated.

SANITARY BOARD.

A meeting of the Sanitary Board will be held to-morrow, Thursday, at 4.15 p.m. The following are the orders of the day.

1. Reply from Government relative to closing the Chinese Theatres.
2. Letter from Government relative to the use of a Clayton's machine for disinfecting ships.
3. Correspondence relative to flushing sewers with sea water.
4. Correspondence relative to infectious diseases at Shanghai.
5. Report relative to the plague at Amoy.
6. The President pursuant to notice will move.

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That the Board, in accordance with Section 19 of the Public Health and Buildings Ordinance, 1903, authorised Mr. Hammer, who has been appointed to act as Assistant Secretary, to perform all or any of the duties of the Secretary.

7. Mr. H. E. Pollock, K.C., pursuant to notice will move:—

That having regard to the letter, signed "Anti-dumping," which appeared in the *Hongkong Daily Press* of the 22nd March, 1903, the Acting Medical Officer of Health be requested to report in writing to the Board as soon as possible:—

1. What percentage of bodies (giving figures) in proportion to the number of plague cases (giving figures) were dumped in the streets during the following periods, respectively:—
(i). The year 1898.
(ii). The year 1899.
(iii). The year 1900.
(iv). The year 1901.
(v). The year 1902.
(vi). The year 1903, from the 1st January until the date of report.

2. What measures are now being taken with a view to minimise such dumping, and has the Acting Medical Officer of Health any suggestions to make as to the adoption of any further measures for diminishing such dumping.

3. How many convictions in respect of the dumping of dead bodies in the streets have taken place before a Police Magistrate:—

- (i). During the year 1900.
- (ii). During the year 1901.
- (iii). During the year 1902.
- (iv). From the 1st of January, 1903, to the date of report.

What penalties were awarded in respect of each of such convictions, and state the cases, if any, in which the party elected to pay the fine instead of undergoing imprisonment.

4. What measures are now adopted for:—
(a). Temporarily housing people whose rooms are being disinfected in consequence of plague having occurred; and
(b). Protecting the furniture and property of such people from damage.

Has the Acting Medical Officer of Health any suggestions to make for the improvement of such measure?

5. Whether it is the fact that in former years only the flat where a case of plague occurred was disinfected and not the whole house, and if so, when was the former practice discontinued and for what reasons.

6. Whether it is necessary that winter clothes, locked up in a box in a flat in which plague has occurred should be disinfected and for how long has such practice been in force.

Whether the following statements, which are contained in the above-mentioned letter of "Anti-dumping" are accurate or not, and, if inaccurate, in what respects they are so:—

- (i). "As soon as a death is reported a policeman is despatched to the house where it has occurred, and the inmates are not allowed to leave till the body has been examined by a doctor and the cause of death certified, which, as a rule, takes over twenty-four hours."
- (ii). "If the death is pronounced to be from plague the Sanitary Board officials take charge of the premises and the occupants of the whole house are turned out into the street with their furniture and all their clothing, winter and summer, which is emptied from the boxes and disinfected."
- (iii). "After fumigation, the whole house is closed and nailed and the occupants are left to shift for themselves with their furniture as best as they can."
- (iv). "During what is called the disinfecting operation, leather boxes, chests-of-drawers, mattresses, and other furniture are damaged to such an extent that they are unfit for further use."
- (v). "A case of plague occurred early this month at No. 31 Elgin Street, first floor. As usual the whole house was closed and the winter clothing, which was in boxes, taken and disinfected and the inmates were turned out. Some of them, who could not find any place to go to live, remained in the street with their furniture for nearly a week, in all kinds of weather, with the result that one of them, an old man, got ill through exposure, and was taken to hospital where he died."
- (vi). "There are several instances of people turned out from plague-infected houses in Hollywood Road and Cockburn Street being in the public street for several days."

8. The Vice-President pursuant to notice will move:—

That with a view to encouraging the inhabitants to report cases of plague and submit them for treatment, the Board recommend that arrangements be made for opening temporary hospitals in various districts of the City and Kowloon, suitable premises being hired or temporary structures erected, where practicable for the purpose.

The hospitals to be under proper supervision and the arrangements to be completed in readiness for next spring, when cases of plague may be expected to recur.

9. Mr. A. Rumjahn pursuant to notice will move:—

Since the enforcement of sections 46 and 154 of Ordinance No. 1 of 1903 in No. 5 Health District, how many houses have already been measured up, and what steps, if any, are being taken to

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enforce the provisions of these sections and how many persons have been displaced thereby?

G. A. WOODCOCK, Secretary.

Agenda.—1. Minute by the Acting Medical Officer of Health relative to the present method of disinfection.

2. Minute by the Acting Medical Officer of Health reporting the occurrence of four cases of plague in Tait Tai Mui village and recommending that certain works be carried out.

3. Minute by the Acting Medical Officer of Health recommending an amendment to the note to Bye-law No. 5 of the Bye-laws regulating Domestic Cleanliness and Ventilation.

4. Result of the analysis of a sample of well water.

5. Reports of the analysis of the public water supplies for the month of May, 1903.

6. Report relative to the scavenging of the Hill District.

7. Mortality Statistics for the weeks ended the 4th, 18th and 25th April, 1903.

8. Lime-washing Return for the fortnight ended the 26th May, 1903.

9. Rat Return for the fortnight ended June 2nd, 1903.

10. Application for the registration of No. 157 Queen's Road East as a public laundry.

11. Application for the registration of No. 199 Queen's Road East as a public laundry.

DRAGON FESTIVAL AT CANTON.

INTERESTING SCENES.

Last Sunday was a big day among the Cantonese in the City of Rams, and one of exceptional interest to the little community puffing and panting in the sweetening heat on the Shamien. It was dragon festival day and from early morning to sunset the river and canal were occupied by a long series of processions of those very long boats with bows resembling a dragon's head and sterns built in the style of long tails. They were narrow boats each holding from 50 to 100 men. In some there were more than 80 men, dressed in gorgeous colours and embroideries, and all donning large Chinese straw hats. It has been stated by many that the dragon festival is dying out in the Treaty Ports but on Sunday, those who took the opportunity of the excursion trips by s.s. *Kinshan* and s.s. *Sancheung*, can certainly testify to the contrary. A very pretty sight was occasioned by the di-play-boats, taking advantage of the clearance made in the Shamien canal by order of the British and French Consuls, and circling the island of Shamien. Unfortunately two of the largest dragon boats collided in mid-stream and precipitated about 40 men into the water. It was a marvel that only two were drowned, the river at the time being congested with launches and small craft witnessing the processions. The streets of the city were crowded with the younger portion of the population making merry, and sweet hawkers did a big trade. Nearly 100 steam-launches left for the West River on an excursion to Yuet Shing, the city where "The Temple of the Mother of the Dragon" is situated. To this city, at this time of the year, thousands of pilgrims make their way to worship at the shrine of the dragon. It will be remembered that the place is one of the eight opened last February as a port of call for ships of all flags. In previous years only launches flying the Chinese flag were allowed to call. There is little doubt that we shall hear during the next few days of several piracies of launches on this route although the Chinese authorities have taken extra precautions in placing additional armed guards on all boats proceeding to Yuet Shing. The bunding along the water front was crisscrossed by native sight-seers and lined with hawkers of all kinds. The Shamien native guards were doubled and only the smaller gates of bridges leading from Shamien were allowed to be opened even for Europeans. The weather was magnificent, and those visitors from Hongkong who took advantage of the trips saw a sight that will long remain in their memory.

CHARTERING OF RUSSIAN TRANSPORTS.

The *Jih Jih* learns that a number of Norwegian steamers at Vladivostok have been chartered by the Russians for transport purposes.

THE PLAGUE RETURN.

Plague statistics for the three days ended at noon yesterday came to hand too late last evening for insertion in our columns. We note that 53 cases were notified as having occurred in the Colony, while 38 of them terminated fatally. Two European cases figured on the return one being from 34 Elgin Street and the other at the Water Police Station in No. 12, Health District. As usual cases of bodies having been dumped were very conspicuous, no fewer than 23 plague victims being found in various parts of the Colony. The figures for the twenty-four hours ended at noon today bring the total number of cases since the beginning of the year to 985. There were 18 fresh cases notified, of which 13 proved fatal.

SHIPPING AND MAILS.

MAILS DUE.
English (*Mastika*) to-morrow.
Australian (*Chingta*) 7th inst.
German (*Prinzess*) 13th inst.
American (*Nippon Maru*) 13th inst.
Indian (*Suitang*) 16th inst.
Australian (*Taiyuan*) 21st inst.
American (*Siberia*) 22nd inst.
Canadian (*Empress of India*) 22nd inst.

The Glen Line s.s. *Glenloch* left Singapore this morning and is due here on 8th inst.

The T. K. K. s.s. *Rosella Maru* left Manila yesterday afternoon at 6 p.m., and is expected here to-morrow at about 5 p.m.

The C. P. R. Co's s.s. *Athenian* arrived at Nagasaki at 11 a.m., 2nd inst., and leaves again at 5 p.m. same day, for Kobe where she is due to arrive at 6 a.m. on 4th inst.

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TELEGRAMS.

(Reuter's.)

MOROCCO.

LONDON, 1st June.
M. Jonnart, while on a tour of inspection which included the consideration of measures to prevent raids by Moorish tribes across the frontier, was ambushed and attacked by 600 rebels near a narrow pass; the rebels were repulsed with heavy loss by M. Jonnart's escort, consisting of two companies of the Foreign Legion, which had seventeen men wounded.

The Johannesburg Tragedy.

Sir Edward Hulse apparently committed suicide.

The Floods and Fire in Kansas.

Heavy rains have extinguished most of the fires at North Topeka; it is probable that all the buildings are swept away by the floods. It is known that at least 150 have been drowned.

MOROCCO.

In view of the impotence of the Moorish authorities, the Fignig (? Fignig) Government has authorized Jonnart to take repressive action across the frontier. Jonnart in announcing the fact said that the Moorish governor would benefit as much as France and that no occupation of territory was contemplated. A French force has been despatched to Benioui.

Fatal Fire at Eton.

One of the Masters' houses at Eton was burned last night and two boys were burned to death; a number of the boys jumped from the windows.

(N. C. D. News.)

Mr. Chamberlain's Zollverein.

In view of the magnitude of the issue, the newspapers and the Unionist members of the House of Commons are chary of committing themselves to a definite opinion; but there appears to be no doubt that while Mr. Chamberlain has enlisted warm support from a section of the Unionists, he has ventured further than a number of the Ministerialists, including some members of the Government, are prepared to go.

The Unionist newspapers declare that there is no difference of opinion between Mr. Ba'four and Mr. Chamberlain.

The Liberals believe that the country will not agree to the scheme.

The Racquet Championship.

London, 29th May.
Jamsetjee has won the professional racquet championship.

[For the past 15 years the championship has been held by Peter Latham, who after vanquishing his latest opponent, Gilbert Brown, last year retired definitely from the position.]

CANTON-HANKOW RAILWAY.

FURTHER DETAILS.

Canton, 31st May, 1903.
South China has long been looking forward to the inauguration of the now long-promised railroads, and a correspondent gives from authentic sources the following details from which it will be seen that in a very short time we shall see some material form from the efforts of the China Development Company. The locating of the line from Samshui to Hankow, interrupted about a month ago, partly by high water in the river and partly by the hostile actions of the natives of the country through which the operators are working, has been taken up again by Mr. Williams (Locating Engineer) and party, who left Canton in company with 73 Chinese soldiers. The latter consisted of 35 railroad guards (paid by the company) and 38 Imperial troops. As far as is known the authorities of Yuan Tang and Tsing Yuen, the districts where hostility was shown, seem to be doing their best to make up for past shortcomings and have even gone so far as to offer a big reward for the recovery of the property, surveying instruments, charts, etc., which were lost by the former locating party during the trouble at Yuan Tang—the occasion on which the U.S.S. Callao proceeded up river to render assistance. The present locating party went out of Canton well armed, and is prepared for emergencies. The grading from Canton to Fatsan is almost finished and the laying of the rails will soon commence. The first shipment of rails arrived from Hongkong by junks on Saturday last, the 30th May. It is expected that the railway will be in operation inside of four months. It would have been running a good deal earlier but for the retardment caused solely by the Chinese contractors. Their stubbornness seems proverbial, and in this case was very pronounced; they would rather do their work over three or four times than acknowledge the engineers' methods in the first place. An interesting feature of the American Railway Company is the so-called "Railway Guards" referred to above, which consist of a body of Chinese soldiers at present drilled by an American veteran soldier much to the disgust of officers and men. An amusing incident occurred when the drill master wished to instruct the Chinese officers. They were petty mandarins and could not do "coolie pidgin." Not liking the American system of drill they preferred him to operate upon the men only. The men are armed with Martini-Henry rifles, and no doubt with a little dressing up by the present drill master will make a better show than they did at Yuan Tang and will also produce an impression upon the country folk where the railway is operating. The correspondent is informed on excellent authority that on all railways on the Canton side of Samshui electric traction is to be used while steam will be the motive power from Samshui to Hankow.

ASK FOR ASAHI JAPANESE BEER—G. Ginnalt.

CANTON NOTES.

(From Our Own Correspondent.)

Canton, June 1st, 1903.

THE DRAGON BOAT FESTIVAL.

Yesterday was a general holiday. Shops were closed and the streets were filled with all classes of people out for a holiday. The day was fine and was all the more enjoyable after the long spell of wet weather. The river was lined with boats from early morning, the sight-seers having taken up their positions in the night. The dragon boats were not as numerous as formerly nor do they appear to have spent as much time on decorations. However, during the day there was a goodly number of boats and the sight-seers cheered and made noise enough to satisfy the occupants of the dragon boats. To-day not the sound of a drum has been heard. This is so unusual that we inquired the cause. It appears that the prefect of Kwong Chau Fu put out a proclamation some days ago requesting the gentry and people to refrain from the dragon boat festivities this year. Among other reasons it was urged that trouble might arise and lives be lost. What the trouble expected was the official did not make quite clear. Some wise heads say the officials feared an attack on Canton. However, everything passed off quietly and the dragon boat festival came to a close last night.

THE ST. LOUIS EXPOSITION.

The Customs authorities have just begun to make preparations for the St. Louis Exposition. They expect to make a good showing, but it is too soon to say just what can be done.

THE PLAGUE.

There are a good many cases of plague every day, both in the city and in the country about Canton.

THE WEATHER.

May was an unusually wet month. Rain fell almost every day. June has begun well and it looks as if we might have some fine weather and that the bright sunshine may put a stop to the plague.

MACAO NOTES.

(From Our Own Correspondent.)

Macao, 31st May, 1903.

THE RICKSHA COOLIES' STRIKE.

Yesterday the rickshas made their appearance again on the road, which for the past three days had all the appearance of being deserted by the absence of the public vehicles. It is reported that the Governor directed the police commandant to consent to the ricksha drivers plying as before. It is also said that the municipality is going to alter the scale of fare and raise it to ten cents an hour for the hire of a vehicle. According to the printed tariff the legal fare now is only five cents an hour. The municipality never compelled the coolies to wear a uniform. I was told that some years ago the ricksha coolies went on strike and the municipality yielded to their wish by having the regulation withdrawn which it had promulgated. China is the land of strikes such as are known in this country from remote times. If the inhabitants of a Chinese province or city consider any Government order to be unjust, they do not obey it and passively resist it by going on strike, and the Government finds itself obliged to abrogate the order. Strikes are a necessity of a democratic country. The Chinese Government is ruled by its people, of whom it is in great fear. It is the ancient traditions, custom and universal justice that prevail in this empire.

SCARCITY OF HOUSES.

There is at present felt a great scarcity of suitable house accommodation. The Government ordered the demolition of certain houses in various districts, which are not yet reconstructed. Some of the smaller houses being built for the Chinese near the Avenida lack good hygienic conditions. The Government ought to lay out roads in Penha hill, so that later the district can be developed by the building of houses, villas, &c. It is one of the most salubrious and commanding situations in Macao. In Chinatown the agglomeration of buildings is excessive. If precaution is not taken in good time to check the congestion of the population by overcrowding epidemics might work havoc in the city.

(From an Occasional Correspondent.)

Macao, June 2nd.

A DISGUSTING EXHIBITION.

I have at length plucked up courage to visit the tiger recently captured near the West River, and imagine my disgust when, on paying ten cents, I was ushered into a low, dark room in the presence of the beast, which I found jammed between iron bars, unable to lie in a natural position or move more than a few feet in any direction. The cage is some six feet in length, three and a half feet in height, and no more than eighteen inches in width, while the poor animal inside it is about the same dimensions. It is a lovely specimen of a Chinese tiger with beautiful fur, exceptionally well striped and, although quite young has a fine head and powerful paws. That it is fierce there is no denying, and that under present conditions, it will soon go mad and die is equally certain, as the sufferings it endures in its small cage are made ten times worse by the fact that every visitor gives it a series of cowardly prods with sticks or scabbards. Unless the animal is put into a cage at least six times the size of its present "instrument of torture," the Macao authorities should promptly close the exhibition and dispose of the beast to those who know how animals should be treated. The show as at present conducted is a disgrace to the proprietors, the patrons and the authorities.

BAND PERFORMANCES.

Band performances in the public gardens on Sunday evenings provide a source of interesting study to those who are content to sit at ease and puff a fragrant weed in some secluded spot. The programme

opens, rickshas pull up at the gate and early arrivals, mostly comprising members of the native population, are soon strolling along the paths. To all appearances they enjoy the music, the cool air, and the company of each other's society. Half an hour later your Hongkong visitor swaggers in, afraid almost of soiling his patent boots or crumpling his glossy shirt front. He does not seem to be enjoying the music, or the cool air and wears a worried look. Surely, you have enough of evening dress during the winter months in Hongkong, and could well afford to leave it in charge of the boy. However, there are others who prefer to visit us for a free and easy rest and as such your correspondent is enjoying a few days' sojourn where fashions and fancies are not wanted, and where the delights of the place rest in discarding the pomp and vanities of Hongkong.

RUSSIAN LATEST MOVE.

(From a Correspondent.)

LONDON, May 2nd.

The recent Russian note to the Court of Peking, which, read it as one may, means the virtual annexation of Manchuria by that power, has not come as a surprise. This development has long been foreseen and predicted by many, who from experience have gained a real knowledge of the tortuous meanderings of Slavonic good faith and who are consequently able to appreciate at their just value the smooth promises of the government of the Great White Bear. *Gratter le Russe et out avec le Tartar*, says a witty French proverb, which, true though it be, certainly finds no place in the written clauses of the Dual Alliance. Who says Tartar says Mongol, and were it not for the commercial interest at stake in this question and the sanguinary conflict which may yet result from the same, one would feel inclined to lipse into a Homeric smile at the thought of these blood brothers trying each to win the rubber at the nifty game. To those who are acquainted with the official methods of Peking there is a certain grim humour in the query as to whether the subtle procrastinating cunning of Celestial diplomacy will be a match for the similar attribute of the Tartar-Russian, *et Mongol*. The powers that be in China are the original cause of the present climax, there can be no doubt. For months past they have been using the seemingly disinterested protection of their Muscovite friend as a buffer against the legitimate demands of the other powers, and by so doing have played into the hands of the nation which now despoils them. China has made the nations dance; can she be surprised now the piper sends his bill in? Exchanges inform us that the government of the United States has protested against the Russian demands; it is more than probable, however, that her action will end there. Our cousin, keen though they be on the extension of their commerce, are not likely to go to the extremity of active hostilities with a European power for the sake of retaining one market, which, as yet, is of no particular importance as an outlet for American products. France was certainly cognizant long ago of the bent of her ally's policy and has accepted and agreed to the same. It is very doubtful, however, that in event of the crisis reaching an acute stage, the citizens of that Republic would be willing to sacrifice men and money to aid in the execution of Russia's policy in the Far East. Indeed, if one can judge by several recent very candid opinions expressed by a section of the Parisian press, a spirit of disillusion is creeping in concerning the benefits to be reaped by France from her alliance with the most autocratic of governments. Up to the present the profits have been decidedly onesided. Thanks to French money, Russia has been saved from bankruptcy, she has rearmament and reorganized her army, strengthened her fleet and has been able to persist in her policy in the Balkans and in China. France, however, has gained nothing from the partnership, and she is as far if not further than ever from the realization of the unspoken, though ever latent, and natural ambition of the nation, namely, of wiping out the insult inflicted in 1890, and the return of the "Two Lost Provinces." Let those who have any doubts as to whether this spirit is still alive stand for one short half-hour on the morning of the 14th July on the terrace of the famous "Jardine des Tuilleries," at that corner which overlooks the rue de Rivoli and the Place de la Concorde. Let them note the floral offerings which are placed by hundreds on the statue of Strasbourg. These offerings range from the hundred franc wreath brought there in the carriage of the rich to a ten centime bunch of violets detached from the corsage of a pretty seamstress as she passes. This demonstrates more eloquently than words the sentiments of the nation. Though it has been announced from Berlin in a semi-official manner, none will be surprised to learn that Germany has approved of the latest move of her neighbour, for this is consistent with the Bismarckian policy of her Government. When the "mailed fist" was brandished and the welkin rang with the shout, "Hoch! The open door!" the Prussian winked over his shoulder at the Slav, a wink that meant, "Just to make them happy, you know." Besides the Russian precedent in Manchuria would seemingly authorize a German imitation elsewhere. A precedent is sometimes a very useful pretext and the Yangtze valley is a very tempting bait. Teutonic interests bulk big there and are daily gaining in importance. There were also other inducements to the Fatherland for adopting a do-as-you-please attitude with regard to the manoeuvres of the Russ, amongst which the exposure and consequent "fiasco" of the scheming relative to the evacuation of Shanghai in October last, the Venezuelan business, Canada's tariff war and the Baghdad Railway were not of the least importance. Also it would be absurd to blind ourselves to the fact that for the past twenty years Germany has systematically opposed, either openly or otherwise, all British projects for the existence and development of trade,

while studiously furthering her own interests in the meanwhile. The Manchurian question has offered her another occasion to continue her programme. It remains to be seen what form the action of Great Britain and Japan will take. It would be a useless waste of time and space to enlarge on our present interests in Manchuria, and the reality of their importance is too well known to every British resident in China to require repetition. It would be of more interest to know what measures will be taken by our Government to ensure the safety of those interests both present and future. That Japan will make every effort to prevent the actual accomplishment of Russian projects, that her interests in the quasi-annexed province, both political and commercial, are enormous, are questions that can be confidently answered in the affirmative; but it is doubtful whether the strong opposition she would most certainly offer would be successful without help from Great Britain. It is to be desired that our present Cabinet will see its way to the inauguration of a new era in their Eastern policy and that, conjointly with Japan, speedy and energetic action will be taken. There is no doubt that the commercial and political interests of the two countries offer sufficient reasons for a mutual understanding, and the treaty of the 30th January, 1902, a sure base for joint action. We have no desire to see the "dogs of war let loose," and if it be possible to draw conclusions from similar situations in the past a firm front would most probably be productive of a "climb down," but there are few of us who would not rather accept the bitter necessity of stern strife than be witnesses of a keep-till-called-for, milk-and-water protest with its consequent shame and loss of prestige, not to mention the probable abandonment of a plucky ally who undoubtedly looks to us for support.

GOVERNOR WANG AND SHANGHAI PAPERS.

The *Sinwén-pao* contains what purports to be a copy of a telegram from Governor Wang Chih-chun, of Kwangsi, to Tang Ching-chun, Vice-President of the Board of War, the latter being a native of Kwangsi province and a younger brother of the late Governor of Formosa, Tang Ching-sung, better known as the "President" of the transient "Republic of Formosa," 1895, when the island was ceded to Japan. In his telegram Governor Wang Chih-chun informs Vice-President Tang Ching-chun about the receipt by the former of a telegraphic dispatch from Viceroy Wei of Nanking stating that he (the Viceroy) had received a telegram from the Kwang-tung and Kwangsi gentry and merchants, residing in Shanghai, charging him (Governor Wang) with having "borrowed French troops and French money." These charges had struck the latter with supreme astonishment and he now desired to deny them in the strongest terms. Last year when he first took over the governorship of Kwangsi there was at the time neither a sufficiency of troops in the province, nor money to pay them, nor any weapons to arm them. Subsequently he raised and got together ten battalions of Hunanese troops and through the kindness of the late Viceroy Liu K'un-yi obtained proper firearms for them. The late Viceroy T'ao Mu and Governor T'ao Shou of Canton then raised the funds to pay his troops whilst from Viceroy Chan Chih-tung he obtained two battalions of twelve quick-firing Armstrong fieldpieces. Subsequent bodies of troops raised to increase his forces were armed from supplies sent by Governor T'ao Shou, who had now become Viceroy of the Two Kwang upon the death of the late T'ao Mu, and who also sent to Kwangsi a force of 2,000 men to reinforce his (Wang's) army. With such assistance Governor Wang declares that he has been enabled to restore peace throughout Kwangsi, except in some unimportant portions in the hills. He (Wang) is therefore justly indignant at the men who have been spreading such libellous news about him, and also accuses the Shanghai newspapers of having been instrumental in disseminating matters detrimental to his good name. Governor Wang is therefore anxious to know who are the gentry and merchants of the Two Kwang provinces who have been spreading all these rumours and asks Vice President Tang to make secret inquiries about the culprits and send him their names so that he may denounce such to the Throne for the public welfare as mischief-makers to the hurt of the Empire and not on private grounds of malice against these men.

A POSSIBLE DANGER TO NAVIGATION.

There is every reason to believe that changes due to volcanic action are constantly going on in this part of the world in the bed of the ocean, (says the *N. C. D. News*), and we are glad to publish the following letter just received by the Harbour Master's department here:—

S. S. Glenak, Shanghai, 28th May, 1903.

To the Harbour Master, Shanghai.

Dear Sir,—I have the honour to submit the following report:—"On the 14th inst. whilst on passage from Singapore to Hongkong I passed about one mile East of the Charlotte Bank (73 N. 107° 35 E.) and noticed a very decided line of broken water on the centre of the bank. As the sea elsewhere was quite smooth and the wind almost nil I imagine there must be less water than shown on charts. I have during the last 16 years passed this place in all sorts of weather and never saw broken water before and have therefore deemed it proper to report the matter to you, having also reported the matter in Hongkong."

I am, Sir,

Your obedient servant,

(Sd.) JOHN RAFFERTY,

Master, Glenak.

THE DISTURBANCE IN YUNNAN.

MISSIONARIES MURDERED.

Some corroboration of the news printed in our columns on Monday and yesterday is furnished in a special wire to the Shanghai Times, forwarded from Peking on the 28th ult. It states that the wives between Mon Shi Hsien and Tung Hae-Hsien in Yunnan have been interrupted. The mob from Lingnan cut the communication between the two districts. It is also reported that 2,000 French soldiers have invaded the former district. Tiug Tseng To, the Viceroy of Yunnan-Kweichow, wired that the mob was all miners in a copper mine near Lingnan. Their number exceeds 100,000. They are supposed to be in sympathy with the Kwangsi rebels, but so far they have not found opportunity to cooperate with the latter. The Wai Wu Pu is said to have received a message in cyphers that the mob have had an encounter with the French, many of the latter were captured. The missionaries, mostly Romanists, have since sought refuge in Yunnanfu, the capital of the province. One of the parties of missionaries on its way was attacked by the mob, and two or three of them were killed. The mob that attacked Lingnanfu and captured it, were in many instances armed with modern munitions. The number of the mob at present is 200,000.

COMMERCIAL.

TO-DAY'S INTELLIGENCE.

The money market is easier, a gradual inflow of cash that was sent down to the Straits in speculative anticipation of the demonstration of the dollar is noticeable. An improvement in stocks may, therefore, be expected. After a period of neglect KOWLOON WHARVES and GODOWNS have again come into favour and at the last quotation of \$87 are inquired for without meeting with response from holders. HONGKONG LANDS rule with sellers at \$170. ELECTRICS (old) can be done at the improved rate of \$12.75.

TO-DAY'S EXCHANGE.

ON LONDON, Telegraphic Transfer	1/8 3/16
" Bank Bills, on demand	1/8 3/16
" Credits, 4 months' sight	1/8 3/16
" D'ments 4 months' sight	1/8 3/16
ON BERLIN, (demand)	M. 1 1/2
ON PARIS, Bank Bills, on demand	2 1/2
" Credits, 4 months' sight	2 1/2
ON NEW YORK, Bank Bills, on demand	41
" Credits, 30 days' sight	41
ON BOMBAY, Telegraphic Transfer	125 1/2
" On demand	125 1/2
ON SHANGHAI, Telegraphic Transfer	7 1/4
" Private 30 days' sight	7 1/4
ON YOKOHAMA, T.T.	8 1/4
Sovereigns, Bank's Buying Rate	\$11.78
Gold Leaf 100 touch, per tael	61.50
Silver	24 9/16

OPIUM QUOTATIONS.

To-day's quotations are as follows:—
Per chest
MALWA NEW No Sales
" LAST YEAR @ 980
" OLDEST @ 1,040/1,080
PATNA NEW @ 1,030/1,074
" OLD @ 1,012/1,010
BEHAR NEW @ 1,030/1,034
" OLD @ 1,012/1,015
PERSIAN (PAPER) No Sales

To-day's Advertisements.

GENERAL AVERAGE S.S. "BANCA"

NOTICE is hereby given to INSURANCE COMPANIES concerned that any Claims paid by them on Cargo damaged on this Steamer by the Fire which occurred on 27th December, 1902, and which should be included in the General Average, must be notified to the Undersigned not later than 30th June, and such notification must be supported by Account Sales, if Goods sold by Auction, Acknowledgment of Payment, Survey Report and all other Vouchers bearing upon the Claim.

E. A. HEWETT, Superintendent, PENINSULAR & ORIENTAL S.N. Co.

Hongkong, 3rd June, 1903. [665e]

SANITARY BOARD.

OWNERS of HOUSES situated in the Western Division of the City of Victoria who have not had their Premises LIME-WASHED and CLEANSED in accordance with Law, are reminded that the period during which the work should be FINISHED ends on the 30th day of JUNE, 1903, and the Sanitary Board, being convinced of the necessity of cleanliness in its efforts to stamp out Plague, is determined to rigorously prosecute any owner in default after the above named date.

By Order of the Board, G. A. WOODCOCK, Secretary.

Sanitary Board Room, Hongkong, 1st June, 1903.

NOTE.—The Western Division of the City lies to the West of Morris-street and East Streets. [665e]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.
THE Company's Steamship

"HAILOONG."

Captain Gibson, will be despatched for the above Ports, on SATURDAY, the 6th instant, at 4 P.M.

For Freight or Passage, apply to

DOUGLAS, LARPAIK & Co., General Managers.

Hongkong, 3rd June, 1903. [665e]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"CATHERINE APCAR"
Captain A. Stewart, will be despatched for the above Ports on SATURDAY, the 6th instant at Noon, instead of as previously advertised.

For Freight or Passage, apply to

DAVID SASSOON & Co., LIMITED, Agents.

Hongkong, 3rd June, 1903. [665e]

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE N.D.L. Steamship

"NURNBERG"
Captain Jaburg, will be despatched for the above Ports on FRIDAY, the 5th instant, at Noon.

For Freight, apply to

HAMBURG-AMERIKA LINE, Hongkong Office.

Hongkong, 3rd June, 1903. [665e]

ASK FOR ASAHI JAPANESE BEER—G. Ginnalt.

To-day's Advertisements.

FIRE INSURANCE.

ATLAS ASSURANCE CO., LD., OF LONDON.

ESTABLISHED 1808.

THE SECRETARY of the CHINA TRADERS' INSURANCE CO., LD., having from this date been appointed AGENT for the FIRE DEPARTMENT of the ATLAS ASSURANCE CO., LD., with power to issue Policies, Settle Losses, and generally to act as the Company's Representative in this Colony, all communications in connection with the Atlas Company's Fire business should hereafter be made to the said Agent at the Office of the China Traders' Insurance Co., LD., in Queen's Buildings.

Dated Hongkong, 1st June, 1903.

P. P. ATLAS ASSURANCE CO., LD.,

C. N. MILLIKEN.

ATLAS ASSURANCE CO., LD., OF LONDON.

THE Undersigned having been appointed AGENT for the FIRE DEPARTMENT of the ATLAS ASSURANCE CO., LD., is prepared to issue Policies at Current Rates. The Company was established in the year 1863, and the total Funds in hand (exclusive of Capital £1,200,000), at the close of 1902 exceeded Two and a Quarter Million Pounds Sterling.

JAMES WHITTALL,

Secretary,

CHINA TRADERS' INSURANCE CO., LIMITED.

Hongkong, 1st June, 1903. [659e]

NAVIGAZIONE GENERALE ITALIANA, (Florio and Rubattino United Companies).

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA, ALSO

VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE, and SOUTH AMERICAN PORTS up to CALLAO.

Taking Cargo at through Rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.

THE Steamship

"CAPRI,"

Captain Belito, will be despatched as above on THURSDAY, the 11th instant, at Noon.

At BOMBAY, the steamer is discharging in VICTORIA DOCK.

For further Particulars regarding Freight and Passage, apply to

CARLOWITZ & Co., Agents.

Hongkong, 3rd June, 1903. [646e]

FROM HAMBURG, ROTTERDAM, ANTWERP, PENANG AND SINGAPORE.

THE N.D.L. Steamship

"NURNBERG"

Captain Jaburg, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 9th instant will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 9th instant at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINE, Hongkong Office.

Hongkong, 3rd June, 1903. [662e]



THE POPULAR SCOTCH

"BLACK & WHITE"



JAMES BUCHANAN & CO.

SCOTCH WHISKY DISTILLERS

By Appointment to

H. M. THE KING

and

L.H.M. the PRINCE of WALES

Shipping—Steamers.

OCEAN STEAMSHIP COMPANY, LD.
AND
CHINA MUTUAL STEAM NAVIGATION
COMPANY, LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON.
MONTHLY SAILINGS FOR LIVERPOOL AND FOR CONTINENT.

OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL.....	"TELEMACHUS".....	On 7th June.
GLASGOW and LIVERPOOL.....	"PROMETHEUS".....	On 20th June.
GLASGOW and LIVERPOOL.....	"STENTOR".....	On 27th June.
GLASGOW and LIVERPOOL.....	"TYDEUS".....	On 3rd July.
GLASGOW and LIVERPOOL.....	"MACHAON".....	On 12th July.

S.S. "OOFACK" has arrived and leaves for Shanghai to-morrow.

S.S. "YANGTSE" from Glasgow and Liverpool has arrived and leaves for Japan to-morrow.

S.S. "TELEMACHUS" left Singapore 2nd instant P.M., and is due here 7th instant.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
LONDON.....	"CALCHAS".....	On 6th June.
LIVERPOOL.....	"HYSON".....	On 20th June.
MARSEILLES, L'DON & A'WERP.....	"ANTENOR".....	On 23rd June.
MARSEILLES, L'DON & A'WERP.....	"ALCINOUS".....	On 7th July.
MARSEILLES, L'DON & A'WERP.....	"PROMETHEUS".....	On 22nd July.
MARSEILLES, L'DON & A'WERP.....	"PELEUS".....	On 21st July.
MARSEILLES, L'DON & A'WERP.....	"STENTOR".....	On 4th August.
MARSEILLES, L'DON & A'WERP.....	"DARDANUS".....	On 18th August.

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA.	"TELEMACHUS".....	On 9th June.
	"MACHAON".....	On 14th July.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 3rd June, 1903.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SWATOW, CHEFOO and TIENTSIN.....	"YANOHANG".....	4th June.
MANILA.....	"CHANGSHA".....	4th " at Noon.
PORT DARWIN, THURSDAY IS- LAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYD- NEY and MELBOURNE.....	"CHANGSHA".....	4th " at Noon.
SHANGHAI.....	"WUHU".....	6th "
YOKOHAMA and KOBE.....	"CHINGTU".....	10th "

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

N.B.—RED C&D SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 1st June, 1903.

Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila.—Saloon amidships—Electric
Light—Perfect Cuisine—Surgeon carried.—All the most up-to-
date arrangements for comfort of Passengers.CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI.....	2540	R. W. Almond	MANILA (DIRECT).....	SATURDAY, 6th June, at 10 A.M.
ZAFIRO.....	2540	R. Rodger	MANILA (DIRECT).....	SATURDAY, 13th June, at 10 A.M.
FERLA.....	1980	J. McGinty

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 30th May, 1903.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, INLAND SEA OF
JAPAN, MOJI, KOBE and YOKOHAMA,

FOR

PORTLAND OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY

Steamship	Tons	Captain	To Sail
"INDRASAMHA".....	5,197	R. P. Craven	June 14, 1903.
"INDRAVELLI".....	4,899	W. E. Craven	July 14, "
"INDRAPURA".....	4,899	A. E. Hollingsworth	Aug. 14, "

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS.—SUBJECT TO ALTERATIONS.

Destinations.	Steamers.	Captains.	Sailing Dates.
FOR TAMSUI.....	"DAIJIN MARU".....	T. Ogata	SUNDAY, 7th June.
FOR ANPING.....	"MAIDZURU MARU".....	T. Saito	TUESDAY, 9th June.
FOR TAMSUI.....	"DAIGI MARU".....	T. W. Groves	FRIDAY, 12th June.
FOR FOCHOOW.....	"ANPING MARU".....	J. Goto	MONDAY, 15th June.

* VIA SWATOW and AMOY.

The Company's new steamers are specially designed for the coast trade of South China and Formosa and are fitted with all modern improvements. Excellent accommodation is provided for first class passengers, and a duly qualified doctor is carried.

All steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered in the highest class at Lloyd's.

Steamers will go alongside the Co.'s Pontoon at the Customs' water-front premises at Tamsui to land all passengers and cargo.

By the Co's steamers for Shanghai, through Bills of Lading issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the NIPPON YUSEN KAISHA's steamers from Shanghai.

For Freight, Passage and further information, apply at the Co.'s Local Branch Office, at No. 4, Des Voeux Road Central.

T. ARIMA, Manager,
[1979]

Hongkong, 1st June, 1903.

Shipping—Steamers.

CHINA NAVIGATION COMPANY,
LIMITED.

HONGKONG-MANILA,

REDUCED SALOON PAS-
SAGE MONEY.

SINGLE, \$25. RETURN, \$40.

STEAMERS fitted throughout with Electric Light, First Class Accommodation. Unrivalled Table. Duly qualified Surgeon carried. BUTTERFIELD & SWIRE, Agents.

Hongkong, 1st May, 1903. [35e]

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"YUENSANG,"
Captain Payne, will be despatched as above on FRIDAY, the 5th instant, at 4 P.M. This Steamer has Superior Accommodation for First class Passengers, and is fitted throughout with Electric Light.For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 1st June, 1903. [652e]

AUSTRIAN LLOYD'S STEAM NAVA-
TION COMPANY.STEAM FOR
FIUME AND TRIESTE (DIRECT).
Calling at SINGAPORE, PENANG, RAN-
GOON, COLOMBO, ADEN, SUEZ
AND PORT SAID.(Taking Cargo at through Rates to the BRAZILS,
to SOUTH AFRICA, RED SEA, BLACK SEA,
LEVANT, VENICE and ADRIATIC PORTS.)
THE Company's Steamship"MORAVIA,"
Captain Seich, will be despatched as above on WEDNESDAY, the 17th instant, P.M.For Information as to Passage and Freight apply to
SANDER, WIELER & Co.,
Agents,
Princes Buildings.

Hongkong, 1st June, 1903. [571e]

REGULAR STEAMSHIP SERVICE
TO NEW YORK,
VIA PORTS AND SUEZ CANAL
(With Liberty to call at PHILIPPINE PORTS)

PROPOSED SAILINGS FROM HONGKONG

1903. About
"CHARLES TIBERGHIEN"..... 15th June.
"MACDUFF"..... 10th July.
For Freight and further information, apply toDOUGLASS & Co., LIMITED,
Agents.
Hongkong, 21st May, 1903. [339d]

TOYO KISEN KAISHA

MANILA LINE.

Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled. Unrivalled Speed. Fitted throughout with Electric Light. Doctor and Stewardess carried.

Steamship.	Captain.	Tons.	Sailing Date.
ROSETTA MARU.....	N. Tate	3,876	SATURDAY, 6th June, at 11 A.M.
ROHILLA MARU.....	E. P. Bishop	3,869	FRIDAY, 12th June, at 11 A.M.

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.

Hongkong, 2nd June, 1903. K. NAKASHIMA, Manager. [171e]

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW, AMOY and FOCHOOW.

THE Company's Steamship

"HAITAN,"
Captain Roach, will be despatched as above on FRIDAY, the 5th instant, at 11 A.M.For Freight or Passage, apply to
DOUGLAS, LAIRDALE & Co.,
General Managers.

Hongkong, 2nd June, 1903. [657e]

AMERICAN AND ORIENTAL TRANS-
PORT LINE.STEAM FOR NEW YORK VIA
SUEZ CANAL.

THE Company's Steamship

"HEATHFORD,"
will be despatched on or about 5th June.
For Freight, apply to
ARNHOLD, KARBERG & Co.,
General Eastern Agents
for China.

Hongkong, 19th May, 1903. [534e]

"GLEN" LINE OF STEAMSHIPS.

FOR LONDON AND ANTWERP,
VIA SUEZ CANAL.

THE Steamship

"GLENFARG,"
Captain Holman, will be despatched as above on TUESDAY, the 23rd June.
For Freight or Passage, apply to
MCGREGOR, BROS. & GOW,
Agents.

Hongkong, 27th May, 1903. [638e]

STEAMSHIP SERVICE TO NEW YORK
VIA SUEZ CANAL.

(With liberty to call at PHILIPPINE PORTS).

THE "Shim" Line

S.S. "PEMBROKESHIRE"
shortly expected, will have quick despatch.
The American Asiatic S.S. Co.'s
"NORMAN ISLES,"
will be despatched on or about MONDAY, the 15th June.For Freight, &c., apply to
SHEWAN, TOMES & Co.,
Agents.

Hongkong, 16th May, 1903. [482e]

STEAM TO CANTON.

THE Splendid New Steel Twin Screw
Steamer"KWONG CHOW,"
1,474 Tons, Captain Walker, leaves HONG-
KONG for CANTON at 8.30 P.M. on SUNDAYS,
TUESDAYS and THURSDAYS, returning to
Hongkong the following days, leaving
CANTON at 5 P.M. Unexcelled Accommodation
for First Class Passengers. Ship lighted
throughout by Electricity.

Passage Fare, \$4 Single Journey.

Meals \$1 each.

The Company's Wharf is West of the Hong-
kong Harbour Master's Office.SHIU ON S.S. CO., LTD.,
No. 8, Queen's Road West.

Hongkong, 30th May, 1903. [322e]

WING ON STEAMSHIP COMPANY.

HONGKONG-MACAO LINE.

THE Steamship

"CHU KONG,"
Capt. Mason.
Departures from HONGKONG to MACAO,
Daily, at 7.30 A.M. SUNDAY including.
Departures from MACAO to HONGKONG,
Daily, at 2 P.M. SUNDAY including.
This Steamer is the fastest and has Superior
Cabin Accommodation.FARES:
1st Class.....\$1.50
2nd ".....70
3rd ".....30Further Particulars may be obtained at the
Office of the
WING ON STEAMSHIP CO.,
No. 42, Bonham Strand West.

Hongkong, 30th May, 1903. [87e]

EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at PORT DARWIN and QUEEN-
SLAND PORTS, and taking through
Cargo to ADELAIDE, NEW ZEALAND,
TASMANIA, &c.)
THE Steamship"EMPIRE,"
Captain Helms, will be despatched for the
above Ports, on SATURDAY, the 6th June,
at Daylight.This well-known Steamer is specially fitted for
Passengers, and has a Refrigerating Chamber,
which ensures the supply of Fresh Provisions,
Ice, &c., throughout the voyage.This Steamer is installed throughout with the
Electric-light.A Stewardess and a duly qualified Surgeon
are carried.N.B.—To assure the additional comfort of
passengers the steamers of the Company have
electric fans fitted in staterooms.For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 28th May, 1903. [583e]

REGULAR SERVICE

BETWEEN HONGKONG AND

MANILA IN 48 HOURS.

Steamship.	Captain.	Tons.	Sailing Date.
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ROSETTA MARU..... N. Tate..... 3,876..... SATURDAY, 6th June, at 11 A.M.

ROHILLA MARU..... E. P. Bishop..... 3,869..... FRIDAY, 12th June, at 11 A.M.

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.

Hongkong, 2nd June, 1903. K. NAKASHIMA, Manager. [171e]

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW, AMOY and FOCHOOW.

THE Company's Steamship

"HAITAN,"
Captain Roach, will be despatched as above on FRIDAY, the 5th instant, at 11 A.M.For Freight or Passage, apply to
DOUGLAS, LAIRDALE & Co.,
General Managers.

Hongkong, 2nd June, 1903. [657e]

AMERICAN AND ORIENTAL TRANS-
PORT LINE.STEAM FOR NEW YORK VIA
SUEZ CANAL.

THE Company's Steamship

"HEATHFORD,"
will be despatched on or about 5th June.
For Freight, apply to
ARNHOLD, KARBERG & Co.,
General Eastern Agents
for China.

Hongkong, 19th May, 1903. [534e]

"GLEN" LINE OF STEAMSHIPS.

FOR LONDON AND ANTWERP,
VIA SUEZ CANAL.

THE Steamship

"GLENFARG,"
Captain Holman, will be despatched as above on TUESDAY, the 23rd June.
For Freight or Passage, apply to
MCGREGOR, BROS. & GOW,
Agents.

Hongkong, 27th May, 1903. [638e]

STEAMSHIP SERVICE TO NEW YORK
VIA SUEZ CANAL.

(With liberty to call at PHILIPPINE PORTS).

THE "Shim" Line

S.S. "PEMBROKESHIRE"
shortly expected, will have quick despatch.
The American Asiatic S.S. Co.'s
"NORMAN ISLES,"
will be despatched on or about MONDAY, the 15th June.For Freight, &c., apply to
SHEWAN, TOMES & Co.,
Agents.

Hongkong, 16th May, 1903. [482e]

Intimations.

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work.Mechanicians sent to Out-ports to
up installations if required.

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For full Particulars, &c., &c., Apply to
W. STUART HARRISON
A.M. INST. C.E.,
Manager.

Hongkong, 2nd April, 1903. [72e]

DENTISTRY.

SUI SANG,
(Lately Practising with Dr. I. SAKATA).
DENTIST.

No. 26, Cornhill Road Central.

Hongkong, 9th February, 1903. [29]

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May 6th.

R. G. HECKFORD,
MANAGER.